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INFORMATION REPORT

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COUNTRY USSR

SUBJECT Airfield South of Leningrad

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1. The Aeroport airfield was about 1 1/2 miles south of LENINGRAD, Leningrad MO, in line with the Moscow road, west of the arterial road to the south (see Annex). The about 3x4-mile field was located on level, treeless terrain, between the southern perimeter of LENINGRAD and the Pulkovo Hills. It is said to be the second largest airfield of the Soviet Union. The area is not fenced in but surrounded by watchtowers, 1,600 feet apart.
2. Construction work at the field started in 1945 and was performed exclusively by German PWs. German PWs (construction engineers) have been in charge of the construction work since 1946, Soviets serving as supervisors. PW Herbert GOEHLERT had charge of the construction work until 1948, when he was discharged to NAUMBURG/Thuringia, where he had previously been a municipal construction engineer. Among other work during his assignment, GOEHLERT introduced at the airfield the laying of 7-foot honeycomb-shaped concrete slabs with asphalt expansion joints. The Soviet supervisors were at first unwilling to agree to this method of construction since they were not familiar with it. In 1948, the entire supervision of the work was taken over by the Soviets (Aeroportstroil). Mikhailovich STEINBERG, formerly subordinate to MOSCOW, was the first engineer. Eng MAZIN was the airfield construction superintendent, and Chief Eng KHORKHIN was the chief of the construction bureau.
3. The airfield area was flooded in spring and fall and dry only from June to September. The level of the subsoil water was 10 to 13 feet. The field was drained by a fishbone-shaped underground drainage system extending beneath the entire landing field. The pipe mains, concrete pipes about 3 feet in diameter, led to a pump station operated alternately by two centrifugal pumps which were powered by two 15-KVA engines. The pump station was about 3,300 feet northwest of the field. From there, an overhead line led to a canal which emptied into the Gulf of Finland south of the LENINGRAD port.
4. The two concrete runways were each scheduled to be 200 x 10,000 feet. The concrete honeycomb-shaped slabs were 8 inches thick. Concreting work had to be

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stopped in winter at a temperature of six degrees below zero Centigrade since a section of the runway which had been concreted at a lower temperature proved to be unserviceable (the layers split off under the impact of landing aircraft). Runway No 1, extending E-W in the center of the field, was completed to a length of 7,900 feet by April 1949 and was in use. Runway No 2 branched off from the western end of runway No 1 at an angle of 45 degrees to the southeast and was to extend into the Pulkovo Hills to a depth of about 1,000 feet. A large gravel pit was located between the two runways, near the Pulkovo Hills. Gravel and sand were hauled by a narrow-gauge field railroad to the construction sites in the northern section of the field. The area between the runways was being graded and was to serve as a landing field. Hangars are scheduled to be constructed into the Pulkovo Hills at the end of runway No 2. A 330 x 6,600-foot parking site was under construction 2,300 feet north of and parallel to runway No 1 starting at its eastern end. Its concrete cover was to be 8 inches thick. A center section of about 1,300 feet was completed by April 1949. Three 65x2,000-foot taxiways were to connect the parking site with runway No 1. The taxiway in the middle was completed by April 1949, but the two others were only planned. A taxiway, 66 feet wide, was scheduled to connect the eastern ends of the two runways. The parking site, the runways, and taxiways had a 12 to 20-inch gravel subgrade. The completed runway No 1 had lighting facilities, white lamps 165 feet apart. The oxls were illuminated by red and green lights.

5. The Aerovoksal three-story airport terminal, about 660-foot square, was located 660 feet north of the parking site. The flight control radio station, including the offices of the flight operation officer, was on the ground floor of the southwest section of the building. Three masts were erected in front of the radio station. This station transmitted the take-off and landing permissions at ground winds of a velocity of 100 mph. Auxiliary generators of US make were available at the radio station, which was operated by 8 to 10 women radio operators in each of the three shifts. Two old hangars, partially destroyed, were located west of the dispatch building. A new, about 660-foot hangar was under construction in April 1949. A 330-foot garage and a fuel dump were located north of this hangar. West of the hangars, there was an engine repair shop in a T-shaped building (the two wings were 660 feet, the vertical 500 feet long). Aircraft engines were overhauled there. PW Camp No 7712 was west of the repair shop, a carpenter's shop and a locksmith's shop to the north. Farther to the west were quartering buildings and between these and the radio station the airfield construction bureau "Aeroportstroil". Four concrete strips were planned to radiate from the dispatch building: two were to lead to the arterial road to the east and northeast and two to the road to KRONSTADT running west of the dispatch building past the PW camp to the northeast.
6. A high-power long-distance radio station, a rectangular two-story building constructed by PWs, was located at the northwest corner of the field. Five masts were arranged in a semi-circle around the building. The central radio station was equipped with sets of US make which had arrived in overseas boxes. Some of the boxes came from NEW YORK, as could be ascertained from their inscriptions. A red searchlight transmitting the flash sign "L" (.-..) was standing close to the central radio station. A DF station, a 13-foot square building with a small tower, was located in line with the completed runway No 1, about $\frac{1}{2}$ mile east of the main road. Another DF station, denoted Radio Mayak, was under construction about $\frac{1}{2}$ mile to the east, near the road to PUSHKIN, in April 1949.
7. A new astronomical observatory with a weather station was being constructed on a projecting hill, about 2,500 feet south of the Radio Mayak DF station, on the northern edge of the village of PULKOVQ. A German engineer of the Zeiss firm was in charge of the construction work. The stone building was completed; the revolving turret was there but not mounted. The entire equipment (Zeiss instruments), packed in boxes, was stored in the LENINGRAD port in April 1949.

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8. Weather conditions: The wind directions frequently changed, often several times within 24 hours. Northeast and southwest winds prevailed. There were frequent ground fogs.
9. Flying activities: About 25 twin-engine Douglas transports flew on schedule every day. Three twin-engine low-wing Ilyushkin monoplanes with nose wheel were parked in the hangar and were only flown for the transportation of foreigners or Marshal GWOROV, district governor until 1946. Eighteen obsolescent biplanes, parked in the hangars, were used for flight training.
10. All installations were under the supervision of the Soviet Aeroflot Air Force Administration.

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☐ Comment:

- a. This report contains accurate information supplied by an expert on the pin-point location of the airfield installations and further construction plans. The construction of parking sites built into the Pulkovo Hills was again confirmed.
- b. The information on the scheduled flights of about 25 aircraft every day represents about the average of all previous estimates. Noteworthy are the concordant statements that the obsolescent Douglas (now LI-2) aircraft were mainly flown, whereas only a limited number of IL-12s was apparently available for the Soviet Aeroflot Airlines. This observation is an indirect confirmation of the previous assumption that the IL-12 and also the four-engine IL-18 and TU-70 transports are primarily assigned as transport and training planes for the Soviet Air Force.
- c. STIMBAG, reportedly construction supervisor at the field, is probably identical to both the previously mentioned STIMBAG and STEINBERG*. The other names were reported for the first time.
- d. Marshal GWOROV probably is the Inspector General of the Soviet Army, previously stationed in LENINGRAD as governor of the Leningrad MD.

1 Annex: "Aeroport" Airfield South of LENINGRAD

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